COMMANDER OF THE NAVY.

BESTOR OF THE CAREER OF CAPT. WILLIAM T. BAMPSON.

He Was Horn to Palmyra, M. V., to 1840. 12to Bather Dates a Day Laborer Assaulted to the Raval Academy by Congressman Morgan-On the Patapace When It Was Blown Up in Charleston Harber to Jon. 1805

WASHINGTON, March 27.-The man of all thers in the naval service who stands out most ominently in all these preparations for war is st. William T. Sampson, commander-in-chie of the North Atlantic naval station. Up to the se he was appointed President of the Court of Inquiry charged with investigating the cause Maine's destruction he was comparatively unknown except in naval circles. His while interesting and brilliant in one sense, had run in a quiet groove, and was not full of those stirring incidents of life on the water about which people love to read and hear, But however little prominence he secured until recently outside of naval circles, the present merval administration knew him to be a man of mettle and ability, and has every confidence that he will give a good account of himself if secasion should arise. Since the Maine was destreyed he has been highly honored twice, first in his selection as President of the Court of Inquiry, and again in his appointment as comnder-in-chief of the North Atlantic naval



WILLIAM T. SAMPSON

Should war occur another and the greatest honor in the authority of the Administration will be conferred on this man of the ocssion. He will be nominated to the Senate by the President as the Admiral in command of all the naval forces operating against the enemy of the United States. Up in Wayne county, N. Y., they call him "Billy" Sampson. When he goes back to that place, the home of his boyhood, on occasional visits, he is not the calm, dignified, studious-looking officer who, to those not better acquainted with him, is considered cold and distant. He is still "Billy" Sampson, about whom there is no suggestion of gold lace and epaulets, and who is wholly lacking in that reserve which is so noticeable to strangers. Capt. Sampson was born in Palmyra, Wayne

county, Feb. 9, 1840. He is four months younger to the day than Commodore Winfield tt Schley, who has just been assigned to the other important naval command on the Atlantic coast, the flying squadron. Unlike Schley, the new commander-in-chief of the North Atlantic station does not come of distinguished naval lineage, nor, in fact, of a prominent family. He is the first of his line to attain distinction. George Sampson, his father, was a day laborer up in Wayne county, and the early life of William, his son, was not the pleasantest and easiest. Frequently he accompanied his father on the tramps from one farmhouse to another in Wayne county, helping to split and pile wood and do other hard work. In his spare moments he studied the few text books at his command nd managed to attend the public schools in the county at intervals. Old Squire William H. Southwick of Palmyra liked young Sampson for his energy and ambition. The Squire was a E. B. Morgan, who represented in Congress the district which includes Wayne county. Representative Morgan had the right to appoint a midshipman to the United States heard this he exerted himself in young Samp

This was in 1857, and Sampson went to Annapolis in September of that year and donned the natty uniform of a middy. Four years later less than a year before the beginning of the civil war, he was graduated at the head of his class. The opening of hostilities found him on the frigate Potomac, with the rank of Master. Capt. Sampson was too young a man to get a mand during the war, but he conducted himself in a manner that won him promotion to a Lieutenancy in July, 1862, and while holding that commission he served on the practice ship John Adams at the Naval Academy, on the iron clad Patapaco of the South Atlantic blockading senadron and on the steam frigate Colorado the flagship of the European squadron.

Capt. Sampson, then a Lieutenant, was the Jan. 16, 1865. His boat was a part of the blockthat sooner or later the boats of the Union fleet enter the harbor and compel the surrender of the city or reduce it, and for days they spent all their time laying submarine mines and torpedoes preparatory to giving the Union boats a reception that they wouldn't forget. On the morning of the 16th the Admiral of the fleet decided that the time was ripe to get into the harbor. Of course he suspected that the place was full of mines and torpedoes, and he had to get rid of them in some way. He selected the Patapaco to do the work. She was ordered to enter the harbor searching for the hidden enemies, and to pick them up or destroy them when she found them. As executive officer, Lieut. Sampson had to stand in the most exposed position on the ship, the bridge, and he was there when the boat steamed in. She was hardly in the harbor who she was in range of the rifle bullets of the rebel sharpshooters, and they opened fire on her. It was a withering fire, and the men the Patapaco fell before it. Standing exposed, the target for a thousand rifles and with men dropping around you every mo-ment is a nerve test a good many men would not stand. Licut. Sampson did. The fire got hotter and hotter. Sampson ordered the sailor men and marines on deck to go below, where they could escape it, and he held his place a lone target for the bullets that flew about hir like hall in an autumn storm. Suddenly the firing ceased without any apparent reason. The sharpshooters could be seen on shore holding their rifles, but not firing. A moment or two The little frontled moved slowly through the water on her mission. The sudden stopping of the fire, perhaps, gave the men on store for them, but it was too late to retreat if such a thought entered the mind of any man. Foot by foot the boat moved on. There was an almost dead silence, then a mighty soar, and the boat shot up in the air surrounded Sheets of flame shot out from her hull there was another and another explosion then within her, and she sank slowly in the water. Lieut. air and fell in the water yards away from the her crew were with him safe, the others, more an seventy in number, had met their death as the Maine men met their death in Havana harfor them. Lieut, Sampson was rescued with the thers who were not killed by the explosion, and in a day he was ready for another experience as

In 1866, while on the Colorado, Capt. Sampson received his commission as Lieutenant sander. From 1868 to 1871 he was at the Naval Academy, and in 1872 and the following year was in Europe and elsewhere on the Congress. His first command was the Alert, to

daredevil as the one that he had just gone

which he was assigned fust after he attained under in 1874. From 1876 to 1878 he was again at the Naval Academy. Ter years later he became Superintendent of the Academy and served for four years.

Since the formation of the new navy Capt. Sampson has commanded two modern ships, the cruiser San Francisco and the battleship Iowa, the most formidable vessel of the service. He was the Iowa's first skipper. It was in the fields of executive work and naval science that Capt. Sampson made his mark. Ordnance mat-ters have been his study for many years, and his thorough knowledge of modern armor and armament and the use and comparative value of explosives has come from hard study and constant effort. Torpedo work was his especial study about the time of the inauguration of the Naval War College at Newport, where he delivered lectures on the subject. As Inspector of Ord-nance at the Washington Navy Yard for three rears, he was able to assist in the installment of the present magnificent gun factory and to continue his acquaintance with big marine rifles. From 1893 to 1897 he was chief of the Bureau of Naval Ordnance. It was Capt. Sampson who, with Lieut. Joseph Strauss, devised and per fected the superposed or double-deck jurrets, which are to receive their first trial on the new battleships Kearsarge and Rentucky, launched

at Newbort News on Thursday. In handling big guns Capt. Sampson is in his element. Last September, while the writer was on the Iowa, off the Virginia capes, during target practice, he noticed that Capt. Sampson appeared to be the only person on board who thoroughly enjoyed the performance, which is not relished by most naval people, and to the peaceable layman, with his cotton-stuffed ears, is something that does not happen more than once in his experience if he can help it.

In civilian dress there is nothing about Capt. Sampson to suggest the naval officer. He is slight, a little round-shouldered, and has deepset, serious-looking eyes that proclaim the student rather than the fighting man. He does not get ruffled easily, and seldom has more to say than is absolutely necessary. Despite the belief among those who have met him casually, he is very approachable and kindly in his speech. To his fellow officers he is known as a man of action, a deep thinker, but quick to get at the bottom of things, and, above all, an officer and a gentleman. That he will give a good account of himself in any hostile action that may engage the ships under his command, the President and the Secretary of the Navy are confi-

Capt. Sampson has been married twice. He has two sons and four daughters. Lieut. Roy C. Smith and Ensign R. H. Jackson of the navy are the husbands of the two eldest daughters. It was Ensign Jackson who, while a cadet serv ing at Apia, led the Jackies to the tops during the terrible Samoan hurricane and formed with them what is known as "the human sail," which kept the ship from going on the fatal coral reef at the entrance to the harbor. For this gallant act young Jackson, who would other-wise have lost a commission through the lack of vacancy, was retained in the service by a special act of Congress.

Capt. Sampson is a great tennis player. It is his principal recreation ashore. When he goes back to Palmyra he stops with his brother George on the Mormon Hill farm, owned by their family. It was on this property that Joseph Smith made the excavation which he claimed resulted in the discovery of the golden plates of the Book of Mormon.

OUR BIG NAFY TARD.

The Work It Has Done-The "Scite of a Ceda

The New York Navy Yard, as the yard in Brooklyn is officially designated, is the heart of the navy organization whose head is at Washington. Adjacent, as it is, to the greatest pro ductive and commercial centre on the continent, it has always been the distributing point for every sort of stores, munitions, and materials used in the equipment and operation of the warships and the clothing and feeding of the men as well as the place at which most of the latter enlist.

The records of the yard, which extend back to 1802, contain references to work done on every war vessel Uncle Sam has owned since then, and to supplies furnished to every expedition ever undertaken by the department. From blotting paper to boiler plate, from knife lanyards to rapid-fire guns, from red pepper to signal pennants, and from galley towels to able-bodied seamen, the navy yard in Brooklyn has re reived, held, and forwarded every kind of article necessary to the maintenance and efficiency of

The yard comprises about 144 acres in all. The original tract was deeded to the Government by Francis Childs, gentleman, and Sarah, his wife, who had it from Aris Remsen, to whom Rem Remsen and Altye, his wife, had deeded it in 1738. The place was known at the time as Martyne's Hook, and its boundary started from "an old Cedar Tree," as mentioned in the deed. In 1833 the tree had fallen into a state of decay and bade fair to be utterly destroyed soon. Charles S. Ridgely, Esquire, Commandant of the Yard. "thought it desirable that the seite or location of the Stump of the said Old of the Yard. "thought it desirable that the scite or location of the Stump of the said Old Cedar Tree should be perpetuated by the erection of a more dureable monument in the place thereof," and a granite pillar was erected in the presence of three disinterested persons "well acquainted with the boundary lines" of the yard. On the face of the pillar was cut: "Aug 1833. Seite of the Cedar Tree referred to in the Deeds of the Yard. See County Records," and Commandant Ridgely was notified that the pillar stood on the exact spot; that this inscribed face was on the boundary, and that the bulk of the pillar was inside the yard. "The lower end of the stump, and the root of the Cedar Tree remain under the granite pillar" was added in a note to the notification.

A few days ago Commandant Bunce requested Captain of the Yard Summer to find out if this pillar was still in existence, and his report was that it was in the Navy street face of the wall between timber shed 15 and the York street gate, and was probably four or five feet under the surface of the street. The boundaries are so well established now that no excavation will be made to locate the "Scite of the Old Cedar Tree," but the incident shows the thoroughness with which everything is done and recorded in the navy yard.

IN BEHALF OF STARVING CUBANS lunday Mass Meeting in Port Jervis Opera House to Raise Funds.

PORT JERVIS, March 27 .- A large mass meeting of the citizens of Port Jervis was held in the Opera House this afternoon in behalf of the Cuban sufferers. W. L. Derr, Superintendent of the Delaware division of the Eric Railroad, pre sided, and the pastors of the Methodist, Presby-

terian, Reformed, and Catholic churches were

on the platform and took part. Dr. C. W. Banks, the first speaker, in speaking of the Spanish misrule in Cuba said: "The devil squatted early on the territory and the Lord has been endeavoring ever since to dispossess him," Of Weyler he said he was a "bloodthirsty villain and the most cultured devil of them all," and characterized his decree

devil of them all," and characterized his decree as "cowardly and infamous;" in the enforcement of which the "sons of bell" were turned loose on the masses of inoffensive men, women, and children affected by that decree.

Strong appeals to aid the starving Cubans were made by the Rev. G. E. Gillespie and the Rev. David Haileron, which brought out a generous collection. The Rev. Mr. Halleron read a letter received by him from United States Senator Redicied Proctor, dated Washington, March, 25, favoring the object of the meeting, which was read to the audience. Senator Proctor writes:

"The cause is a grand one, all the greater because it is for the relief of suffering Americans. Every meeting hold, every dollar subscribed, will do inestimable wood in alieviating the misery and distress at our doors. It surely is our patriotic and most Christian duty to send substantial relief to the Cuban sufferers, and I think the people of our land need no urging."

Louisville's Active Recruiting Work.

LOUISVILLE, Ky., March 27.-The recruiting station here, which enlisted more men last year than any other in the United States, has a boom than any other in the United States, has a cooling. The record has been broken this month in suite of the most rigid examination, for forty-four men have alroady been enrolled. Capt, Webster, who has charge, says that sixty men will be enlisted by the end of the month.

Two More Feet Batteries for Fort Hamilton The two foot batteries of the Sixth Artillery from Fort Slocum will, it is expected, arrive at

THE HOLLAND FIRES A GUN.

NOT HER TORPEDO TUBE UNDER WATER, BUT A DINAMITE GUE.

constat Mybibition of the Submarine Best Under the Inspection of a Naval Officer-Long Trips Under Water-How She Might Beal with a Hostile Ship or Fort-Can Fire Dynamite a Mile and a Mair.

The Holland submarine torpedo boat gave the most marvellous exhibition of her diving powers, yesterday afternoon in Staten Island Sound, that has been witnessed since she was launched at Elizabethport last spring. The experiments were conducted for the edification of Lieut Nathan Sargent of the Naval Auxiliary Board, and after they were over Mr. Sar gent said that as far as they went they were eminently successful. He would not however, express an opinion us to the practica-bility of the Holland as an engine of mayal warfare until he had seen her go through her exercises in deeper water, where there was more se com for the development of her powers. The Holland Company hopes; to make such a fest this week in Prince's Bay, and Mr. Sargent will be invited to witness it.

The Holland's exhibitions yesterday were not confined altogether to diving. She gave some remarkable exhibitions of speed and of her ability to dart about in any direction with her lecks awash and no part of her projecting above the surface except her little conning tower and the two steel flagstaffs at her bow and stern.

She acted as though she were on her good be havior, obeying both her diving and surface rudders admirably. Mr. Holland, who directed the experiments, was delighted with the results, and Mr. Elihu B. Frost declared that she could be put in shape for active service within a fortnight.

After she had finished experiments in the sound and had been towed back to her moorings her forward dynamite gun was tried. It was the first time that any attempt had been made to work with either the dynamite guns or the tornedo tubes and the experiment was successful beyond Mr. Holland's most sanguine expectations

A cylindrical block of wood three feet los and weighing about forty pounds was hurled half way across Staten Island Sound. The projectile was expelled from the tube by compressed air at 600 pounds pressure. Had it seen heavier. Mr. Holland said that he could have thrown it across to the Staten Island shore, distance of nearly three-quarters of a mile. Mr. Frost had very little time to prepare the

boat for a critical test. He did not know that Mr. Sargent desired to see her work until after the trials of Saturday afternoon were over. He received a telegram from Lewis Nixon when he cached this city late in the afternoon that Mr. Sargent would go down to Perth Amboy on the following morning. He immediately telegraphed to Capt. C. A. Morris to get things in shape as rapidly as possible for a trial about noon. He met Mr. Sargent this morning, and they ook the 10:15 o'clock train for Perth Amboy. They reached the Raritan Dry Dock Company's pier, where the Holland was moored, just be fore 12 o'clock. Capt. Morris, Mr. Holland, and the little whaleback's crew were working like beavers in preparation for the trial, and they soon announced that they were ready to go out soon announced that they were ready to go out into the sound. The tug Eric had been hired, and Mr. Sargent watched the experiments from the pilot house with Capt. Morris and Mr. Frost and Mr. Thompson of the Raritan Dry Dock Company, At Mr. Sargent's request no one clae was allowed on board the tug. All other persons who desired to get a close view of the experiments had to hire skiffs and row out into the channel. Many reaorted to this expedient, and when the Holland moved out from her moorings abe was followed by a little fleet of hand-propelled craft. It was originally intended to have the experiments in Karitan Bay, but the fog was so thick that this scheme had to be abandoned, and the boat went through her evolutions in Staten Island Sound, between the Perth Amboy and Tottenville ferry silvs, which are about a mile apart on opposite sides of the channel. The tide had not begun to run out at noon when the experiments were begun, and Mr. Holland had thirty feet of water in which to do his diving. The wisdom of not going out into Raritan Bay to make the trial became manifest before the Holland had been away from her moorings half an hour. The fog, impelled by a gentle inchore breeze increased rapidly in thickness, and it was soon nearly impossible to see even the tug from either shore. The water was perfectly smooth, however, and Mr. Holland was not hampered by passing harbor craft, as he was on Saturday. The only boats in the sound were the skiffs that followed the little whaleback from her pier, and they kept at a respectful distance.

Mr. Holland carried about the same amount. into the sound. The tug Eric had been hired, and

from her pier, and they kept as a respectance.

Mr. Holland carried about the same amount of pig lead ballast, 5.890 pounds, that he did on Saturday, and the tanks were about five-sixths full of water. The electric lighting apparatus was in good working order and the red glare from the incandescent globes inside gleamed through her little broadside windows as she moved out into the sound. Her trim was perfect. There was not the tilt of an inch either way, About four of an inch either way. About four inches of her steel superstructure, her conning tower and her flagstaffs projected above the water when she began to move, but before she had gone twenty rods the superstructure was awash, and she was skimming

conning tower and her flagstaffs projected above the water when she began to move, but before she had gone twenty rods the superstructure was awash, and she was skimming along at 8-knot speed, with only her flagstaffs and her turret visible.

Mr. Holland had clamped down the top of the conning tower before he began to move. His regular crew, consisting of Nathaniel Addison, the engineer; Charles Cable, the electrician, and his assistant, Henry Meyer; W. W. Scott, the draughtsman, and W. F. C. Nindemann, manof-all-work, were in the boat with him. He was no sooner clear of the pior than he whistled for the tug to give him sea room and he began a series of surface experiments. Increasing his speed to about ten knots, he darted 100 yards up the channel with the waves rippling over the little whaleback's top and foam and spray dashing against her conning tower. Then he abruptly changed his course directly across stream. This manonuve was repeated several times, and then he darted about in zigzag fashion with remarkable celerity. The tug Erie remained stationary and Mr. Sargent watched the movements of the little boat from its pilot house.

The next exploit of the Holland was a splendid dive. After resting motioniess on the surface for a few moments, the biunt nose was swung about and pointed up-stream, and hes started off at full speed. She ran on the surface for fifty feet and then suddenly plunged downward. Smoothly and swiftly she disappeared, her bow going down first, then her counling tower, and then her tail. For a second only did the red blades of her screw show, and she sild out of sight, leaving only a patch of foam and a score of little eddies behind, The angle at which she descended, as indicated by her fiaspoles, was about 15 degrees. When she had gone down about six feet she suddenly righted herself and moved forward on an even keel for 200 or 250 yards. Then she came up, but less abruptly than before, and Mr. Holland, stleking his head out of the conning tower, and when her tail and not lime in getting

boat, flagstaffs, flags and all had vanished from view, leaving only a few ripples and fewer bubbles behind.

The tur, which was almost directly over the boat when she disappeared, followed her course by a streak of tiny bubbles which rose rapidly to the surface. These bubbles could not have been of no service to a hostile vessel in an attempt to locate the boat. The Holland sped along under the surface for 300 or 400 yards and then suddenly reappeared. The tips of her flags were the first parts of her to show. Then her nose stuck out of the water, then her conning tower, and then she suddenly righted herself, her propeller ceased to revolve and she floated on the surface on an even keel.

Two more dives, in which the boat lost horself coincidetely to those on board the tur, were made. They were quite as successful, and inasmuch as the fog was becoming thicker every minute, Mr. Holland decided to take his boat back to her moorings. There were a couple of mudscows and a tow of coal in the way, and the little whaleback was taken back by the Erie, which threw two hawsers over the Holland's cleast saud lashed her securely to her side.

On the way in Mr. Holland climbed on board the tury and talked to Mr. Sargent. He answered a number of questions as to the operation of the boat both on the surface and under water. Mr. Sargent expressed himself as pleased with what he saw, and told Mr. Holland and Mr. Frost that as far as the experiments went they were undoubtedly successful.

"I should think, though," he said to Mr. Holland, "that you would take her out of this narrow channel to where you can get a sufficient depth of water and plenty of sea room. It

land, "that you would take her out of this narrow channel to where you can get a sufficient depth of water and plenty of sea room. It strikes me that you risk running her nose into a mud bank in here."

"We accomplished that self-same feat the other day," said Ms. Holland with a smile,

"and we are hurrying things along for a deepwater trial as that as we can."

Later, Mr. Bargant told a SUN reporter that
the Holland's usefulness as an instrument of
war depended unon what she could do in a more
thorough trial and upon how far she could ron
submerged and how deep she could go. That
she can dive completely under a battleship, and
do it before the ship can move, sithough her intentions may be known, Mr. Holland is firmly
convinced. The depth to which he submerged
her in the second dive yesterday, as shown
by his gauges, was about seventeen feet. He
dared not go any descept, for fear of running on
a mud bar or some other obstruction in the
channel. Her behavior under water, Mr. Holland said, was as satisfactory as it had been on
the surface. She obeyed her fin rudder, everything considered, more readily than she had
answered her surface steering gear.

The surface rudder is just a bit out of order,
and the Holland will be drydocked at Elizabethport some time this week to have the defect
remedied. At the same time the maritime
growth that has accumulated on her bottom
and sides since she has been lying at Perth amboy, and which to a certain extent interferes
with her manipulation beneath the surface, will be
excraped off.

Her trials in Prince's Bay next week will be
made without the describer without the describer without the surface, will be

with her manipulation beneath the surface, will be scraped off.

Her trials in Prince's Bay next week will be made without the flagstaffs, which have been used in Staten Island Sound for the benefit of spectators. These flagstaffs, Mr. Holland says, interfere with her movements under water. When the Holland is made ready for these trials, except for her coming tower, she will look very much like a huge porpoise.

She is painted a yellowish green, about the color of the water of the lower bay ordinarily, and experiments will be made with the tug to see hew far away she can be seen from a hostile boost.

color of the water of the lower bay ordinarily, and experiments will be made with the tug to see how far away she can be seen from a hostile book.

After the Holland returned from her diving trials Mr. Sargent descended into her bowels and theroughly inspected her mechanism. The mechanical part was explained by Mr. Holland, and the use of the electrical appliances was illustrated by Mr. Cable. For Mr. Sargent's benefit the water was blown from her ballast tanks until her bulging sides stuck two feet above the surface, and then it was let in again.

The final part of the programme was the trial of the forward dynamite gun. This gun, which is twelve feet long and has a smooth bore, runs up from the inside of the boat at an angle of about fifteen degrees. The muzile sticks out of the upper part of her blunt prow and is covered, when not in use, with a steel cap. When the boat is on the surface the water does not cover it. It is eight inches in diameter. Running parallel with it for three feet from its breech is another tube of the same diameter, in which compressed air and gunpowder sufficient to hurl a shell projectile two feet long containing eighty pounds of dynamite for a mile and a half are stored. This gun is intended for use against forts principally, but it can be used against ships under favorable circumstances. The boat is designed to approach the object which it is designed to approach the object which it is designed to approach the object which it is designed to projectile is hurled through the first three feet the projectile travels through the tube by the force of a compressed air charge of 500 pounds pressure. Then its aides scrape against forts principally, but it can be used against helps under favorable circumstances. The base scrape against forts principally, but it can be used against being under favorable circumstances. The base scrape against forts principally, but it can be used against being under favorable circumstances. The base scrape against forts principally, but it can be used against

mitted into the ballast tanks by an automatic arrangement and the trim of the boat is not disturbed.

Mr. Holland is confident that he can hit any object as large as a warship within 2,000 yards without exposing his boat to hostile fire for longer than a minute or so. Even then the target he offers is so small that there is not one chance in a hundred that he could be hit. If he should be hit, his boat would not necessarily be disabled. The muzzle of the dynamite gun could be shot away without interfering with the boat's management.

disabled. The muzzle of the dynamite gun could be shot away without interfering with the boat's management.

Yesterday a cylindrical block of wood three feet bung and weighing about forty pounds was projected from the tube at an angle of nearly twenty degrees. A compressed air pressure of 600 pounds was used to expel the projectile. It was hurled 400 yards out into the sound. It went so fast that no one about the boat saw it until it dropped into the water.

The projectile was half an inch smaller in diameter than the tube of the dynamite gun, and it was packed in with cotion waste in order that the full force of the discharge might be concentrated behind it. The waste apparently did not fill this crack vesterday, for when the air was admitted into the tube behind the projectile there was a loud hissing sound before a sharp report, and shreds of waste were seen flying about the muzzle of the gun.

The gunners will be practiced steadily at the dynamite tubes from now on, and at the next trial of the Holland they will be fired several times. The second dynamite gun, in the stern of the boat, is operated in precisely the same way. It enables the Holland to deliver a Parthian shot after she has sent a torped or hurled a projectile from her forward gun at an enemy and is diving back toward the friendly shelter of her own battleships.

A Bemand for the New Issues and Some Specu

The developments of the last few days have led to a demand for bonds of the new republic of Cuba. Many of the big banking houses have been asked about these bonds and their value and their selling price. There are many inquiries also about bonds issued by the Cuban Republic during the revolution preceding this one, and some of those bonds are actually in the market and sell for five or six cents on the dollar.

oin Guerra, the Treasurer of the Cuber Junta here, told THE SUN reporter yesterday that the present republic of Cuba had issued only \$3,000,000 in bonds. The first issue of these bonds was \$2,000,000. The bonds were issued in April, 1896, under the authority of Salvador Cisneros y Botancourt, the first President of the republic. The President conferred the right to issue them on Tomas Estrada Palma, Delegate Plenipotentlary of the Government of the republic. These bonds bear interest at 6 per cent, and are in denominations ranging from \$50 to \$1,000. The interest runs from the evacuation of Cuba by the Spanish, and the principal is payable ten years after that event. The Cuban delegation decided that these

onds should be offered at 50 per cent, of their face value, and many of them have been sold at that price. Some have been sold at par. The second issue of the bonds of the present repubic, amounting to a million dollars, was got up lic, amounting to a million dollars, was got up with the idea of getting popular subscription for the Cuban causs. These bonds are of the denomination of \$5 and \$10. Many of them have been sold, and all of them at par. Cubans with whom THE SUN reporter talked yesterday said that speculation in the bonds issued by the Cuban Republic during the revolution preceding this one would not be very likely to turn out profitable. These old bonds were issued by the Junts of which Miguel Aldama was Chairman and José Moralis Lenna was treasurer. In 1872 this Junta issued \$2.000,000 in bonds and sold them. The issue was authorized at the time by Carlos Manuel de Cesnedes, the President of the republic. In 1874 there was another issue of a million which it is said was not nuthorized. The revolution soing on when these bonds were issued was concluded by a treaty of peace. and actual peace for fifteen years followed. The republic of Cuba, the Cuban with whom THE SUN reporter talked said, ceased to exist, and with it, of course, the bonds lost whatever value they may have had. Notwithstanding this, the Cuban told the reporter, many holders of the bonds believed that when Cuba aucceeded in freeing herself these bonds would have value. The last constitution of Cuba, the one promulgated by the present republic, did not acknowledge any debts of the old republic. with the idea of getting popular subscription

FATAL QUARREL OFER OVER

LOUISVILLE, Ky., March 27.-Will C. Gates, a young man of a prominent family, who was con-nected with the Breckinridges, was killed by Louis Burgess, a Frenchman, at noon to-day in barroom here. The cause of the deed was a quarrel over Cubs. The Frenchman was half drunk and was denouncing the conduct of the United States toward Spain. He tried to pick a quarrel with one man, who paid him no atten-tion. Gates resented his drunken talk and the tion. Gates resented his drunken talk and the two were soon quarrelling.

No attention was paid to them by the barkesper, who went to the front of the salcon. As he did so he heard a blow, and Gates fell to the floor with a deep cut in his neck. His windpipe was severed and he died almost immediately.

Burgess was at once arrested and lodged in was severed and he died almost immediately.

Burgess was at once arrested and ledged in
jail. He is a worthless young man who has
been loading in the neighborhood for some time.
Nobody kaows anything concerning his antecedents. Gates was married and had three
children.

St. Paul Not Regulattioned Vet.

The Naval Auxiliary Board made no inspe tion of the American liner St. Paul yesterday, and no orders have been issued to prevent the boat from sailing for Southampton on her recular day. It was said last night that no further progress had been made in the negotiations for the use of any of the big American line steamships as auxiliary cruisers. Something may be heard to-day.

Sanday Work at the Dupent Powder Plant. WILMINGTON, Del., March 27.—The Dupont pewder works were busy to-day, with the result that the churches near the yards were poorly at-

Point.

Licut. Halpine says for the invention that it does not have to be operated from a fixed base that it can successfully attack vessels protected by netting and that it can be run bottom side up for a purpose that will be explained later. Al though it is technically known as a dirigible. auto-mobile torpedo, it is in fact an electric launch which, after carrying the real tornedo up to the vessel which it is designed to destroy, backs out of danger and runs back to the operator to be reloaded.

It seems like an extremely simple affair, simple at least in that it can be put together by any skilled mechanic in twenty minutes, and in that it can be operated by any man of ordinary intelligence the first time trying, but ten years of experimenting and the hardest kind of study have gone to bring about that simplicity which makes it a practicable invention. The Lieutenant always speaks of it as his "spinning jenney," and had sufficient faith in the invention so that he allowed his wife to operate the boat on the trial trip some time ago in the presence of electricians. The trial was a success, but it did not wholly suit the incould be made, and consequently the boat or where she is now awaiting the finishing touches. The body of the boat is 24 inches in diameter and 26 feet long, with a steel spar projecting S feet at the front, tipped with a harpoon. The material of the case is copper, though steel could be used if preferred by the purchaser, The inventor tried to use standard appliances as far as possible, so that the boats can be con-

Standard batteries and motors are used, and the cases are so simple that a good-sized machine shop could turn them out literally by the hundred. The battery is of sixty cells and capable of driving the boat at top speed for several hours. A big reel of wire is carried, and this unwinds as the boat goes on its way, and it is by means of this wire that the operator controls the mechanism through switches which he holds in his hands. He can drive the boat ahead, stop it, back it, and steer it almost as well as though he was on theory that a man with a cork jacket and plenty of nerve who doesn't mind getting his feet wet can sit astride the boat until he gets within half a mile or so of the vessel to be attacked when he can slide off and send the torpedo launch on to perfect its mission.

structed cheaply and rapidly at any machine

a mile or so of the vessel to be attacked when he can slide off and send the torpedo launch on to perform its mission.

The rudder is double, one-half above the cone-shaped toilpiece and one below, this arrangement prevening the vessel from rolling. There is a ring about the servey propeller to protect it from the wire dringging at the stern. Just forward of the tailpiece is the motor, a little giant of eight horse power, but weighing only 250 pounds. The next compartment contains the storage battery, just in front of which is the rhoostar. The roel is in the middle of the boat and its wire is double, one-half going to the control of the motor and the other to the stoering apparatus. Next shead is the chamber containing the can of explosives or torpedo proper, and forward of this is the switchboard and a small battery for operating it.

Into the wiring of the boat, so that her delicate electrical mechanism can be controlled by the switches on two little disks not larger than watch cases, has gone a great proportion of the study, and this wiring is to the ordinary man

the switches on two little disks not larger than watch cases, has gone a great proportion of the study, and this wiring is to the ordinary man complex to the last degree. It is probable that the Lieutenant will so protect the arrangement of the hundreds of wires in the boat that they cannot be traced by any one who would steal the secrets of the result.

Not the lesst wonderful feature of the boat's electrical equipment is the clockwork which, when the supreme moment comes, literally takes the boat under its own control and guides it out of harm's way.

takes the boat under its own control and guides it out of harm's way.

This is all done in the few seconds that intervene between the first contact of the harpon and the explosion of the torpedo, just at the time when the human operator night well be pardoned for getting nervous and forgetting something. But the mechanism doesn't get rattled. It stops the boat first, then backs it one hundred, two hundred or three hundred feet, according to the previous adjustment of the clock, and then practically turns it around and starts it on the return trip to the operator.

The boat is designed to travel just under the surface of the water, and in order that the operator may at all times see just where the craft is and how it is steering it carries two light, a red one on a short upright near the stern and a

red one on a short upright near the stern and a green one on a tallor upright near the bow. These are hooded from the enemy, and as the boat is painted dark green it is not probable that it gould be seen even by the use of a searchlight. If the operator was in the water in a cork jacket he could wear a black crêpe veil, and as that absorbs light it would render him invisible to the searchers. The water compartments of the boat can be filled so as to sink it to any depth that may be desired up to fifteen feet. The one Lieut, Halpine sold to the Brazilian Government a few years ago was designed to run four feet under water, and was carried by a cork floater attached to the stem and stern of the boat itself. The first boats bulk by Lieut, Halpine were cone shaped at the bow, but this last one has a blunt, almost spheroidal snout, as the inventor says he has learned that the present shape offers less resistance to the water than a perfect cone.

last one has a blunt, almost spheroidal shout, as the inventor says he has learned that the present shape offers less resistance to the water than a perfect cone.

When a vessel is to be attacked it must be determined whether it is an ironclad or a wooden assel, whether she has torpedo next, and if she has such protection whether they reach to the bottom if the vessel is in shallow water. In case it is a steel-armored vessel without a net, a rubber suction plate similar to that used by plumbers is attached to the harpoon tip and this sticks on the side of the vessel like a leech. Suppose it is a wooden vessel to be attacked. The harpoon sticks into the wood and remains there, detaching itself from the spar, the impact drives the spar back a few inches and releases the torpedo, which is forced out of the compartment by a stiff spring. The torpedo is attached by a chain several feet long to the harpoon head which is imbedded in the side of the vessel. As the torpedo is forced out of the compartment the cover is torn off the leaden end of a watertight tube which runs through the centre of the can and is surrounded by the explosive material. As the cover is torn off the water rushes finand comes in contact with metallic potassium, which burns under such contact. This fame sets off a big rocket, which immediately shoots forward and carries the can containing the explosives with it.

The tube in which the torpedo is carried has a downward inclination, so the torpedo shoots toward the bottom of the net, passes under it, and then, when it comes to the end of its chain, moves up till it strikes the bottom of its vessel, exploding immediately afterward. While the torpedo has been performing all these volutions the boat has been performing all these volutions the boat has been performing all these volutions he boat has been performing all these volutions the boat has been perfo

inck.
The boat weighs when loaded 2,600 pounds, and can be built for about \$9,000 or \$10,000.

The Steam Vacht Nahma Seturns NEWPORT, R. I., March 27,-The steam yach

Nahma, owned by Mr. Robert Goelet, arrived Nahma, owned by Mr. Robert Goelet, arrived here early this morning from Savannah with Mr. and Mrs. Goelet, Mr. Frank Riggs, and Dr. Knapp aboard. All were well, having just returned from a Mediterranean cruiss. The Nahma is now practically a warship. Her lines are the same as those of the Mayhower, now owned by the Government, and she is just as speedy. She is fitted with rapid-fire guns.

Sunday Work on Fort Adams. NEWPORT, R. I., March 27,-A large force men were at work all day to-day on the new at the torpede station worked until 8 o'clock to-night. The training ship Alliance, Commander Albert Ross, arrived here this evening from the Portsmouth Navy Yard and will take a crew of 150 apprentices aboard from the training staBernold, Constable Co Cotton Dress Stuffs.

Embroidered Batiste and Etamine.

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NEW JERSEY MILITIA READY. faval Reserves Awaiting Orders-The Condi-

tion of the National Guard. TRENTON, March 27 .- Adjt.-Gen, Stryker said to-night that he had received no order or request from either the War or Navy departments relative to the New Jersey militla, of which the Naval Reserves are now a part. He had been in correspondence with Assistant Secretary Roose velt, who had been notified that the New Jersey reserves were ready to respond immediately to had received numerous requests by telegraph for information regarding the reported ordering

of the reserves into service, but he knew noth-

he had no idea that the Government would issue

an order or request excepting through the usual channels. Gen. Stryker thinks the naval reserves of Massachusetts will be chosen to work the moni-tor Montauk on her trip from the League Island Navy Yard, at Philadelphia, to Portland, Me., and also the monitors that are to be sent to Boston. He thinks the crews for the boats will be selected from the Massachusetts men, and that the Government will want them to begin work as soon as possible, in order that they may be familiar with the boats and gain experience in their duties. A crew may be picked from New

their duties. A crew may be picked from New Jersey's Battalion of the East for one of the monitors, in order to give them the experience. New Jersey's reserves, Gen. Stryker thinks, will be kept to guard the New Jersey coast from Sandy Hook to Cape May and in the Delaware Bay, and to furnish the secondary line of deferse in those parts of the coast. The reports about taking the old monitor Ajax from her moorings at Camden and making a supply boat of her in Delaware Bay, Gen. Stryker says, are foolish, as the Ajax has been condemned by the Government as unseaworthy.

Major-Gen. Plume, commanding the New Jersey National Guard, had a conference with Quartermaster-General Donnelly and Adjt. Gen. Stryker, yesterday, over, the condition of the militia. Gen. Plume said the reports he had received from the regimental officers show that every regiment is in condition to respond to an emergency call and would turn out nearly their full strength. But three men in the First Regiment at Newark had declined to volunteer if their services are needed. Acting on orders, every Captain of a company has secured a roster of the men. with residence and business ad-

readiness for Immediate transportation to the Sandy Hook fortifications or to any part of the New Jersey coast that may be menaced.

Capt, Charles B. Dahlgren, the senior officer of the Naval Reserves and commanding the Hattalion of the West, said to-night that he has received no orders, but expects to hear from the War Department through Gen. Stryker at any hour. He and Gen. Stryker believe that the report that Lieutenant-Commander Washington Irving of Jersey City had received orders to take his men on board a monitor were caused by a confusion of Irving's name with that of Lieut. W. M. Irwin of the United States Navy, who has been assigned to command one of the monitors.

OURA MUST BE FREE.

The Hoy, F. C. Irichart's Wartike Etterances

The Rev. F. C. Iglebart, pastor of the Simpson M. E. Church in Clermont and Willoughby ave nues, Brooklyn, believes that there should not be another moment's delay in accomplishing the war ensue, and he took occasion last night to make a ringing address from the pulpit in defence of his views. From the demonstrations with which his utterances were greeted it was clear that his war sentiments were heartily approved by the congregation. This is a part of

"Cuba should be free. Cuba will be free. Its emancipation is virtually effected. Let the pub-lic proclamation be made. The United States should drive the Spaniard from Cuba by the peaceful pen of diplomacy, if possible, by the pullet of war if necessary. War, horrible though it be, is not always wrong. It is often right and the arm of God to the maintenance of the right.

"Enough blood has already been shed in behalf of the freedom of Cuba. It may be that Providence will require a little more, and that, too, of our sailors and soldiers, to make the purchase complete. If so, the price will not be too

too, or our saliors and soldiers, to make the purchase complete. If so, the price will not be too dear. If the authors of Spanish oppression, butchery, and starvation do not immediately leave the island of Cuba, they ought to be shot to death by the army and navy of the United States.

"We do not believe that the blowing up of the Maine should have any incidental place in the settlement of the Cuban difficulty. It is not that \$2,000,000 worth of iron was knocked to pleces or even that 250 lives were lost; it was a great nation causelessly assaulted by a villainous foe; and if that nation shall have a becoming reverence for the brave men that laid down their lives in its behalf, if it shall keep up to a healthy tone the loyalty of its army and navy and citizenship, if it shall command the respect of the world, it will demand satisfaction for the Maine, not in money, for the banks of Europe have not money enough to pay for the life of one true American sallor, but in the freedom of Cuba. The diplomatists may try to brush the Maine disaster way as an incident or a trifle, but a majority of the country will keep the Maine full in view and insist upon satisfaction.

"The aprilis of the 400,000 starved in Cuba, the apirits of the 250 brave men marryed on the Maine, call sloquently to our people to be loyal to the Stars and Stripes and set Cuba free."

BLIEBARD AT DULUTB.

The Worst Storm of the Year Haging in That

Region.

DULUTH, March 27 .- The worst storm this winter is now raging here; a heavy sleet is ralling, accompanied by a sixty-mile wind. It began ing, accompanied by a sixty-mile wind. It began about 2 o'clock this afternoon and already it is seriously interfering with railroad and street car traffic. The mercury has dropped 30° in the last ten hours and it is growing colder. Telegraph and telephone communication is liable to be abut off at any moment. It is almost impossible for pedestrians to make any headway against the wind because of the ice which covers the sidewalks. The size fall is so heavy that one can hardly see across the street. "FIGHTING ROB" EVANS

The Officer Who Is to Command the lown, the Finest Ship in the Mayy.

WASHINGTON, March 27.-Capt. Robley D. Evans, who has been assigned to command the onttleship Iowa, the finest ship of the navy, once tendered his resignation from the service, and it was accepted by Gideon Welles, then Secretary of the Navy. Capt. Evans is down in the Naval Register as having been appointed from Utab, but he was from Virginia. His present home is a little frame cottage, just at the foot of the big lighthouse marking the entrance through Hampton Roads to Old Point. There his family have lived for years while the man, who i known by the sobriquet of "Fighting Bob," was

away on sea duty. In June, 1861, "Fighting Bob" was a midshipman at the Naval Academy. His sympathies were supposed to have been with the South. He with a number of other midship-men, including Capt. Yates Stirling, now on waiting orders, sent in their resignations to the Navy Department, but four weeks afterward re lented and each wrote letters full of devotion for the Union, which brought about their restoration to the navy. All fought through the four years. Capt. Evans has a crippled knes as a result of the storming of Fort Fisher, which, however, does not interfere with his activity. He is one of the youngest Captains of the navy and a brother-in-law of Capt. Taylor of the Indiana, He never misses a prize fight if he can help it, and is an all-around sportsman For four years he was the companion of Mr. Cleveland on his gunning expeditions.

SINGLE MEN PREFERRED.

structions Regardish Enlistments for the New Artillery Regiments.

WASHINGTON, March 27.4-In engaging men for the two new artillery regiments preference will be given in all cases to single men. Marilles when transferred from one post or regiment to another, and the expense upon the ment at Newark had declined to volunteer if their services are needed. Acting on orders, every Captain of a company has secured a roster of the men, with residence and business adderesses, and a statement of the time they can be found at either, so that there will be no delay in securing their presence immediately when necessary.

Capt. Samuel S. Armstrong of the Quartermaster-General's department returned from Wasbington last night with the news that the War Department has honored New Jersey's requisition for ordinance stores and amunilition, and that they would be shipped at once. An order has been given for 1.500 ruber blankets, and yesterday a large consignment of army hats and leggings was received.

While the Quartermaster-General and Adjutant-General are reticent in speaking about preparations for war, there are plenty of indications that they have been making preparations for war, there are plenty of indications that they have been making preparations for more than a month. The belief exists that if the National Guard is summaned into service it will be sent at once to the State Camp at Sea Girt, where the men would be drilled and be in readiness for immediate transportation to the Sandy Hook fortifications or to any part of the New Jersey coast that may be menaged.

ments may not be affected by family affairs. Men who marry without the knowledge and consent of their commanding officers are not to be re-enlisted. Should this plan meet with success, it is the intention of the department to amend the regulations so that the growing evil may be permanently corrected.

For three years applications for enlistments of married men averaged more than fifty a month. Now the number is more than double, necessitating a vast amount of labor in forwarding such cases from regiments to Washington for final decision. The authorities intend now to put a stop to this procedure and leave regimental officers to judge whether married men shall be enlisted.

Orders to Abandon Fort Clark.

SAN ANTONIO, March 27 .- The order for the SAN ANTONIO, March 27.—The order fee the immediate abandonment of Fort Clark, Texi, and the transfer of the troops stationed there to Fort Sam Houston, was to-day issued by Gen. William M. Graham, commander of the Department of the Gulf. Fort Clark is headquarters of the Twenty-third Infantry and two companies of the Twenty-third Infantry and two troops of the Fifth Cavairy are stationed there. The Fort Clark reservation has five thousand acres of land.

DUEL IN A TRAIN

Two Young Men Shoot Each Other in a Rail-road Car and One is Killed.

SUMMIT, Ga., March 27.-A duel to the death western Railway last night as it was nearing western italiway, last night as it was nearing this-station, william Oglesby of Summit and J. D. Holly of Durdenville, young men, became involved in a difficulty. They rose in their sents and began shooting at each other. Holly was killed on the spot and Oglesby wounded mortally. Some of the women passengers were taken from the car in a hysterical condition.

Srief Over Son's Suicide Hastened Mrs. Wing's

Charlotte S. Wing, widow of Lieman B. Wing, piano manufacturer, died at her home, 23f plano manufacturer, cled at for some, 233 Quincy street, Brooklyn, on Saturday night, aged 72 years. Her son, Frederick, committed suicide on last Tuesday by cutting his throat, and the mother's death is believed to have been hastened through grief.

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